


Fuel Oil non-availability report

Name of Vessel: UNIVERSAL BANGKOK	Flag: MALTA	IMO Number: 9500821
(if other relevant registration # enter here) :		
Provide a description of the vessel's voyage plan in place at the time of entry into the North American ECA (Attach copy of plan if available) :		
<p>LianYunGang, China – Vancouver, BC, Canada – Onsan, South Korea – tba</p> <p>The vsl will not call an US port, but maybe deviate in US waters while proceeding direction to Vancouver, BC, Canada</p>		
Port of Origin:	LianYunGang, China	Date: 09 Jan 2014
Port of Destination:	Vancouver, BC, Canada	First US port of Arrival: -/-
Date vessel first received notice that it would be transiting in the N. American ECA: 09 Jan 2014		
Vessel's location at the time of notice:		LianYunGang, China
Date/Time ship operator expects to enter N American ECA:		26 Jan 2014 00:00 UTC
Date/Time ship operator expects to exit N American ECA:		Abt 02 Feb 2014 12:00 UTC
Projected days ship's main propulsion engines will be in operation within N American ECA:		Abt 2 days x (25.6mt/day)
Sulfur content of fuel oil in use when entering and operating in the N American ECA:		2.73% sulphur
Provide a description of actions taken to attempt to achieve compliance prior to entering North American ECA, including a description of all attempts that were made to locate alternative sources of compliant fuel oil, and a description of the reason why compliant fuel oil was not available:		
<p>Due to vsls next business fixture on the date of vessels sailing fm LianYunGang, China, we were not able to supply the vessel with LSFO prior departure fm LianYunGang.</p>		

[illegible]

If Applicable
<p data-bbox="54 1304 1471 1333">Describe any operation constraints that prevented using available compliant fuel oil (e.g. with respect to viscosity or other fuel oil parameters):</p> <p data-bbox="54 1333 1471 1583">Non availibilty of LSFO fuel in Chinese ports</p>
<p data-bbox="54 1583 1471 1612">Specify steps you have taken, or are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blends:</p> <p data-bbox="54 1612 1471 1832"></p>

Describe availability of compliant fuel oil at the first port-of-call in the United States, and plans to obtain that fuel oil:							
Yes we will stem LSFO at first port of call, i.e. at Vancouver, BC, Canada							
If compliant fuel oil is (was) not available at the first port-of-call in the United States, list the lowest sulfur content of available fuel oil(s) or the lowest sulfur content of available fuel oil at the next port-of-call in the United States:							
Yes we will stem LSFO at first port of call, i.e. at Vancouver, BC, Canada							
List below U.S. ports visited in the last 12 months: no			If vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to the United States Government in the previous 12 months, list the number of Fuel Oil Non-Availability Reports previously submitted and provide details on the dates and ports visited while using non-compliant fuel oil:				
Name	Date	Did vessel use compliant fuel oil? (yes/no)					
a)			Report	Date	Port	Type of Fuel	Comments
b)			1)				
c)			2)				
d)			3)				
e)			4)				
Ship Master Name:					Ship Operator Name:		Oldendorff Carriers
Legal Agent in the U.S.:		n/a			Ship Owner Name:		Universal Bangkok CV
Name of designated Corporate Official: <i>Dominik Steen</i>							
Address (Street, City, Country, Postal Code):			<i>Willy-Brandt-Allee 6, Lübeck, Germany, 23554</i>				

I hereby certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitting false statements and information, including possibility of fines and imprisonment pursuant to 18 U.S.C. 1001		
Signature 	Print Name <i>Dominik Steen</i>	Date <i>17.01.2014</i>